Amendments to the Specification:

Page 6 paragraph beginning on line 8 and ending on page 7, replace with the following amended paragraph:

Another embodiment of the present invention is shown in FIG. **2**. The pneumatic suspension apparatus **3** comprises at least one pneumatic bag **4** for being attached with a vehicle between the vehicle frame **1** and the vehicle seat **2**. FIG. **2** depicts a dual pneumatic bag installation. However, the number of pneumatic bags **4** may vary depending on the application. The pneumatic bag 4 restricts the vehicle seat laterally and dampens the vibrations between the vehicle frame **1** and the vehicle seat **2**. The pneumatic bag **4** may be a standard air bellows or a custom air bellows. The pneumatic bag **4** has many advantages over shock absorber or fluid cylinders used in vehicles in the past. For example, the pneumatic pressure in the pneumatic bags 4 can be adjusted while the vehicle is on the move. If the pneumatic pressure within the pneumatic bag **4** is increased, the ride will be stiffer. If the pneumatic pressure within the pneumatic bag **4** is decreased, the ride will be softer. Shock absorbers have inherent friction and drag problems which reduce the responsiveness of the piston and shaft within the shock absorber to rapid directional changes. Because the pneumatic bags **4** do not have a shaft and piston arrangement, there is no inherent drag or friction and therefore the responsiveness of the pneumatic bags 4 to rapid directional changes is much quicker. A bag pneumatic line **5** is pneumatically connected between the pneumatic bag **4** and a regulator **6**. Pneumatically connected is the connection of one end of a pneumatic line, which can be an air hose or air line, connected with a pneumatic bag, regulator, reservoir, or compressor, wherein the connection can withstand the operating pressure between the pneumatic line and the pneumatic bag, regulator, reservoir, or compressor. The bag pneumatic line **5** includes a first end of the bag pneumatic line **5** and a second end of the bag pneumatic line **5**, with the first end of the bag pneumatic line **5** pneumatically connected **25** with the pneumatic bag **4**. The second end of the bag pneumatic line **5** is pneumatically connected with the regulator **6**. The first end of the bag pneumatic line **5** may tee off to pneumatically connect additional pneumatic bags **4** when there are more than one pneumatic bag **4** used in the application. The bag pneumatic line **5** is a standard air line or air hose that can withstand the operating pressure between the pneumatic bag 4 and the regulator 6 for the particular application. The regulator 6 adjusts the pneumatic pressure of the pneumatic bag 4. The regulator 6 has a conventional means for selecting the adjustment of the pneumatic pressure for the pneumatic bag 4 typically this is an adjustable knob. A reservoir pneumatic line 7 is connected between the regulator 6 and a reservoir 8. The reservoir pneumatic line 7 includes a first end of the reservoir pneumatic line 7 and a second end of the reservoir pneumatic line 7. The first end of the reservoir pneumatic line 7 is pneumatically connected with the regulator 6. The second end of the reservoir pneumatic line 7 is pneumatically connected with the reservoir 8. The reservoir pneumatic line 7 is an air line or air hose that can withstand the operating pressure between the regulator 6 and the reservoir 8 for the particular application. The reservoir 8 is used to pressurize the pneumatic bag 4.

Page 8 first paragraph, replace with the following amended paragraph:

Another embodiment of the present invention is depicted in FIG. 2 wherein the upper mounting plate 11 is for being conventionally attached ~~with a vehicle~~ with the vehicle seat 2 with fasteners that include but are not limited to rivets, bolts, or screws. The upper mounting plate 11 is further attached with the pneumatic bag 4 by means of a threaded rod 21 in the upper portion of the pneumatic bag 4 that extends through an aperture in the upper mounting plate 11 and is tightened with an upper nut 20 to secure the pneumatic bag 4 with the upper mounting plate 11. The lower mounting plate 12 is ~~for being~~ attached with the pneumatic bag 4 by means of a threaded tube 23 in the lower portion of the pneumatic bag 4 passing through an aperture in the lower mounting plate 12. A lower nut 22 below the lower mounting plate 12 is tightened to firmly secure the pneumatic bag 4 with the lower mounting plate 12. The lower mounting plate 12 is ~~further~~ for being fastened with the vehicle frame 1. The first end of the bag pneumatic line 5 is pneumatically connected 25 with the threaded tube 23 in the lower portion of the pneumatic bag. This embodiment can be a bolt-on kit with all the necessary parts for the application such as a "hard tail" motorcycle, tractor or bass boat application.

It is believed that these specification amendments do not add new matter to this application.